

BIG CONVENTION.**National Live Stock Association in Session at Chicago.**

The convention opened at 9:30 a. m., Dec. 3, in the Studebaker theater. Every seat in the auditorium was filled. The largest delegations were those from the Dakotas, Montana, Utah, New Mexico, Wyoming, Arizona, Nebraska, Iowa, Texas, Idaho and Colorado.

The visitors were cordially welcomed by Gov. Yates and Mayor Harrison. The response was embodied in the annual address of Prest. John W. Springer, of Denver.

The convention will consider the report of the committee appointed to draft bills for national laws. The committee recommends laws for federal inspection of interstate shipments of live stock, for government inspection of woolen goods, allowing settlers in the arid and semi-arid districts the right to exchange lands of equal value with the government so as to solidify their holdings, for a second assistant secretary of agriculture who shall be required to give his whole attention to the live stock industry and for a classified assistant of live stock.

Mr. Springer called for speakers by states, naming them alphabetically. E. S. Gosney, of Arizona, arose to say that the cattle business of Arizona was in good shape. F. C. Lusk, of California, declared that the acquisition of Hawaii and the Philippines had benefited his state greatly. H. H. Robinson, of Colorado, said his state was increasing her cattle business by growing a number of small ranchers. A favorable report was received from Kansas. Chairman Springer then broke into the program to allow I. G. Powers, the chief statistician in charge of agriculture, and Secretary Wilson to speak. Mr. Powers spoke on "The Live Stock Census of 1900."

Resolutions endorsing the reference in the president's message to the propriety of irrigating the arid lands of the country and urging the appropriation of adequate funds to construct huge reservoirs were presented by G. H. Hawell, of Illinois, to the resolutions committee. They were adopted and ordered telegraphed to both houses of congress.

Dec. 4. The association listened to various papers by specialists. F. G. Hagenbarth, of Idaho, read a paper on "Adulteration of Wool." He urged the passage of a bill by congress providing for the inspection of woolen goods and shoddy and proper stamping of the same. Gifford Pinchott, government forester, spoke of "The Grazing Prob-

lem in Forest Reserves." J. Sterling Morton, ex-secretary of agriculture, read a paper entitled "Inconsistency of the Grout Bill." "What the Live Stock Interests of the United States Can Reasonably Expect from Congress," was the subject of the address of Wm. M. Springer, of Washington, D. C. Dr. D. E. Salmon, chief of the bureau of animal industry, spoke on the "Federal Inspection of Interstate Shipments of Live Stock." C. A. Prouty, a member of the interstate commerce commission, discussed "The Needed Changes in the Interstate Commerce Laws."

Dec. 5. When President Springer called the convention to order he said that the program was of exceptional interest to cattlemen. The program called for papers from Dr. J. H. Senner, New York; Prof. A. H. Soule, Tennessee agricultural college; Hon. F. E. Warren, Wyoming; A. F. Doremus, state engineer of Utah, and Col. G. W. Simpson, of Texas.

Soule's paper, telling of the cattle business in the middle south, was the first one heard.

Senator Warren, of Wyoming, enumerated the needs, which, he said, the cattlemen would present to congress.

I. O. Fullen, of Carlsbad, New Mexico, spoke of the conditions in that territory.

The recommendation of the executive committee that a resolution condemning the Grout anti-oleo bill be adopted, caused considerable debate. The resolution was adopted.

A resolution to admit Oklahoma to statehood was adopted.

Executive committeemen for 1902 were appointed. Among them are: Arizona, E. S. Gosney; Colorado, G. W. Balantine; New Mexico, Solomon Luna; Texas, R. J. Klemburg; Utah, G. M. Smith; Washington, J. F. Greer; Wyoming, B. B. Brooks.

Hon. E. S. Gosney, the enthusiastic live stockman of Flagstaff, who is one of Arizona's representatives to the National Live Stock association, which meets in Chicago this week, being the national committeeman from Arizona, will do some valuable service for Arizona on that occasion by way of making acquainted to the attendants there the conditions as they are here. He will submit a report to the convention on the conditions of the industry, and when he undertakes to do this he will do it truthfully and well, because that is the way Mr. Gosney does everything he undertakes. There are many eyes turned toward Arizona just now, and the live stock industry, in its many phases, is attracting considerable attention.—Stockman.

S. H. REA

BUILDING CONTRACTOR

PLANS AND ESTIMATES
FURNISHED

STORE AND OFFICE FIXTURES
A SPECIALTY

WILLIAMS, ARIZ.

The Palace

MEAT MARKET

G. W. MARTIN, Prop.

Beef, Veal, Mutton and
Sausage

CONSTANTLY ON HAND

Bell Spring Butter. Oysters and
Fish in Season

WILLIAMS, ARIZONA

The Grand Canyon Railway Co.

TIME TABLE No. 2

Effective Tuesday, October 1, 1901

NO. 10	MILES	STATIONS	NO. 11
7:00 pm	0	Lv Williams Ar	11:50 am
7:30 pm	9	Red Lake	11:23 am
8:00 pm	20	Prado	10:53 am
8:20 pm	29	Valle	10:33 am
8:40 pm	38	Willaha	10:13 am
8:58 pm	45	Anita	9:55 am
9:20 pm	54	Apex	9:35 am
9:38 pm	59	Coconino	9:20 am
10:00 pm	65	Ar Grand Canyon Lv	9:00 am

J. J. BYRNE, G. P. A., N. J. HUDSON, Agt.,
Los Angeles, Cal. Williams, Ariz.

SANTA FE ROUTE

Time Table Effective Nov. 3, 1901

READ DOWN			READ UP			
No. 7	No. 3 Limited	No. 1	STATIONS.	No. 2	No. 4 Limited	No. 8
10 00 pm	8 00 pm	10 00 pm	Lv... Chicago...Ar	7 40 am	2 15 pm	9 00 pm
2 35 pm	8 45 am	11 00 am	... Kansas City ...	5 05 pm	2 40 am	7 15 am
8 00 pm	8 25 am	8 00 pm	... Denver ...	9 30 am	6 00 pm	6 00 pm
7 40 am	10 35 pm	7 40 am	... La Junta ...	10 20 pm	11 47 am	8 55 am
11 30 pm	11 10 am	10 30 pm	... Albuquerque ...	8 05 am	11 45 pm	6 45 pm
4 35 am	4 10 pm	5 00 am	... Wingate ...	3 14 am	6 45 pm	1 47 pm
5 10 am	4 10 pm	5 35 am	... Gallup ...	2 40 am	6 45 pm	1 25 pm
7 35 am	4 10 pm	8 00 am	... Holbrook ...	11 22 pm	9 50 am	9 50 am
8 45 am	7 10 pm	9 10 am	... Winslow ...	10 25 pm	3 10 pm	8 55 am
11 22 am	9 35 pm	11 47 am	... Flagstaff ...	8 21 pm	1 25 pm	6 40 am
1 00 pm	10 55 pm	1 30 pm	... Williams ...	8 50 pm	12 07 pm	5 15 am
2 00 pm	11 55 pm	2 30 pm	Ar... Ash Fork...Lv	5 25 pm	11 00 am	3 53 am
5 30 pm			Lv... Ash Fork...Ar	1 05 am		
8 05 pm			Ar... Prescott...Lv	10 23 am		
2 05 am			Ar... Phoenix...Lv	4 20 pm		
2 25 pm	11 55 pm	2 55 pm	Lv... Ash Fork...Ar	5 00 pm	11 00 am	
2 35 pm	12 05 pm	3 05 pm	... Seligman ...	2 55 pm	8 55 am	2 50 am
		4 30 pm	... Peach Springs ...	1 10 pm		12 20 am
5 20 pm	2 25 am	6 08 pm	... Kingman ...	10 40 am	6 18 am	10 15 pm
6 50 pm	3 50 am	8 10 pm	Ar... Needles...Lv	7 45 am	4 00 am	7 25 pm
7 15 pm	4 00 am	8 35 pm	Lv... Needles...Ar	7 20 am	3 50 am	7 00 pm
8 50 pm	5 05 am	10 10 pm	... Goffs ...	6 25 am	3 00 am	6 00 pm
10 20 pm	6 29 am	11 59 pm	... Bagdad ...	3 40 am	12 40 am	3 35 pm
12 51 am		2 45 am	... Daggett ...	1 30 am		1 44 pm
1 30 am	9 55 am		... Barstow ...		10 30 pm	1 25 pm
2 20 am			Ar... Kramer ...			12 04 pm
3 10 am	12 05 am		Ar... Mojave...Lv		8 45 pm	11 10 am
7 15 am	2 40 am	8 30 am	Ar... Los Angeles...Lv	7 15 pm	6 10 pm	
12 45 pm	12 45 pm	12 45 pm	Ar... San Diego...Lv	1 35 pm	1 35 pm	
6 00 pm	7 05 pm		Ar... San Francisco...Lv		9 00 am	8 00 pm

* Meal stations.
Nos. 3 and 4 now run daily between Chicago, San Francisco and Los Angeles.
Pullman Palace Sleeping Cars daily through between Chicago and San Francisco and Chicago and Los Angeles.
Pullman Tourist Sleeping Cars daily through between Chicago and San Francisco and Chicago and Los Angeles.
The Grand Canyon of the Colorado can be reached only by this line.
The California Limited carries the following new equipment:
Buffet smoking car, Harvey dining car, and observation sleeping car, between Chicago and Los Angeles; double drawing room sleeping car, between Chicago and San Diego; double drawing room sleeping car, between Kansas City and Los Angeles.
Connections at La Junta from Denver and at Los Angeles for San Diego and Santa Barbara.
Fastest train to Southern California and over the shortest line.
Limited to six cars, wide vestibuled, electric lighted. No finer train anywhere.
The observation car contains ten sections and a handsomely finished observation room. The buffet smoking car contains a spacious smoking and reading room with buffet. Both these cars are supplied with current periodicals and stationery.
All meals en route will be served in the dining car, under the direction of Mr. Fred Harvey.
No extra fare charged on the California Limited. Regular first-class tickets only are required.
JOHN J. BYRNE, G. P. A., Los Angeles, California.
N. J. HUDSON, Agent, Williams, Arizona.